THE EVENING STAR, With Sunday Morning Edition.

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#### The Final Railroad Issue.

The railroad situation is at a critical stage at this hour. Whereas a day or two ago it seemed probable that the railroad executives would accept the proposal for a tentative adoption of the eight-hour day, pending an arbitration as to overtime wages, now it develops that they will in their statement to the which the President declares is not ar- the election! bitrable, is not the actual issue in this eight-hour day, inseparably associated with the wage question, must be arbitrated as part of the wage demand.

Thus the issue appears now to be joined. The brotherhoods hold that the demand for a wage increase, that is to say the demand for time and a half for all time worked over eight hours, is merely means to the end of penalizing the railroads for working their crews more that the eight-hour day demand is but an expedient for additional wages through the fifty per centum bonus for overtime, and that the men actually do not want an eight-hour day save as a means of increasing their wages.

If the President adheres to his preclausiv declared view, that the eighthour question cannot be arbitrated, and the railroad executives hold to their refusal to go to arbitration save upon the basis of a consideration of the eighthour day in connection with the wage question, with the brotherhoods preumably adhering to their demand as indersed by the President, the issue reaches the point of decision quickly A strike is apparently the only alternative. Just who would in that case be responsible for the stoppage of the trains may not now, in the light cast upon the the discussions and the various proposals, be determined.

Whoever may be ultimately held accountable, the prospect of a general rail- electorate is not for sale. If it were, a road strike, affecting at first even only six-million-dollar campaign fund would the freight service, is one which may be a mere bagatelle. That would price well appall the country. The magnitude of the disaster which such a stoppage of transportation would entail should suffice to compel both sides to and counter charges of meditated coryield everything possible in the final ruption, and of schemers scheming; of ating. stage of the case to avert the catas-

The situation with refe paper is calculated to discourage any but only in the song. At most, it but Mexican currency expert who may think entertains. of creating unlimited money by means of a hand press.

The discretion commonly accredited to Japanese statesmanship would suggest although the possibility of an actual some hesitation about anything in the shortage in print paper is today gravely nature of an entangling alliance with a menacing. Notwithstanding the cries of Mexican faction.

Another thing calculated to depress the ultimate consumer is that he seldem gets much encouragement in hopes of to print" in such number that the combeing anything more than a minerity stockholder.

political pyrotechnics might have been course of debate. This is a campaign regarded as an infringement on T. R's year and practically every member of function.

### The Grade Crossing Perfl.

grade eressing collisions novadays that material. With the printing office grindthey must be rated as one of the die- ing out his speeches and his frank sendtinet public perils of the period. The ing them without cost throughout his istest occurrence of the kind was at state and district, the member candidate Berlin, Md., where four members of one possesses a distinct advantage over his family and a chauffour were killed out rivel, who must pay for his own printright and three others were dangerously ing and postage. In these circumstances injured when a train struck a meter car it is not surprising that the prospective at a crossing.

Scarcely a week passes without such a catastrophe in some part of the country, chiefly in the east, where the traffic is grievous misfortune in this situation is heaviest on both roads and railways. The motorists apparently will not learn the lesson that, notwithstanding the responsibility resting upon the state and perfunctorily and there is no scrutiny upon the railroads to safeguard such of copy. places, it is primarily their duty to eb serve the rules of caution at every railroad grade crossing.

it should be the cardinal principle of notoring never to cross a car track without bringing the machine under control. if not to a halt, in order to ascertain the conditions. It is so easy to check a motor car and so easy to start it again that there is no excuse whatever for not halting before reaching the tracks. Even when the view of the track on both sides is clear so that the motorist can see that he has safe right of way he should check his car as a matter of "pt the prossings which prevent the hearing or seeing of dauger signals, but in these cases the burden of precaution

come to a halt before touching the to break it or to bend it back far

This requirement does not absolve the SUNDAY ..... August 27, 1916 dangerous crossing should be safeguarded.

sign, legible by day and night, warning close at hand, and enjoining all motorists to check their cars before touchthe failures of the railroads themselves | Peronne virtually untenable. the metorists would be definitely on their warning.

#### Bryan and Election.

The debate in the Senate Friday was assurance in itself that a campaign is on, and warming up. Each party quizzed the other about campaign expenses. Each seemed convinced that the President, to be delivered tomorrow, polls would require extra guarding this hold that the eight-hour day principle, year. Look out for schemes for buying

This sort of thing has become a "gag. Men indulge in it without meaning all en in fact is for a wage advance, and they say. They convince nobody, except that they have utilized the eight-hour of the truth of the old aphorism, the day as a means to the end of obtaining men are but boys overgrown. "You're anore money. Therefore, they insist, the other" sounds like the playground at 5.4001.

Nothing is likelier than that campaign funds this year will be large. Money is bundant. The stake is enormous. What apathy at one time existed is rapidly disappearing, and not a vestige will remain a month hence. Politics is the wear. This means that nearly everybody will take what Mr. Bryan calls "a heart interest" in what is going on than eight hours. The railroads hold The question will be, how much do you want Mr. Wilson or Mr. Hughes to come out ahead of the poll?

And large funds will be necessary for uses entirely legitimate. Canvassing an empire the size of the United States for votes is a very large order; and when undertaken should be done thoroughly No picayunish features are permissible. A national chairman who should lose his to keep vociferous demonstrations going fight by reason of cutting the corners too closely would become an object of derision. His own side would execrate

is reported that it cost the democratic party a million dollars to elect Woodrow Wilson." Replied Mr. O'Gorman very promptly: "How about the \$2,500,-000 spent to elect William McKinley in 1906?" These McKinley figures are low. experts. Twenty years ago the democratic leadsituation by the unofficial accounts of ers put the cost of the McKinley election at \$6,000,000. Why the drop?

> As a matter of fact, the election is not at all likely to be bought. The voters at an insultingly low figure.

But, about this time, in the lingo of the old almanacs, look out for charges warnings about wolves prowling, and sheepfolds exposed; of party strong boxes bursting with tainted coin; and all se to white the rest of it. It is a verse of the so

### · Paper Waste.

Evidently the House of Representatives has no fears of a paper famine, warning that are being uttered by paper manufacturers, the House has opened the floodgates of the channels leading to the printing office, granting "leaves posing room and press room forces of that establishment will be kept busy for weeks turning out the words of wisdom, Too much effort on Hughes' part at supposedly uttered on the floor in the the House is keenly interested in the elections for himself or his party, and every one wants some of the usufruct So frequent are the automobile-train of office in the way of free campaign paper famine fails to deter the national legislators from indulgence in printers' ink at the government expense. The that there is no editorial check whatever upon the language of the congressional careless." anthors. The leave to print is granted

> The high cost of fighting is possibly what makes most of the trouble, even in nations that succeed in preserving their neutrality.

It is no longer possible for an international statesman to attract much attention by predicting a long war.

Wherever the progressive party found alive, it is sure to be kicking.

West Front Developments. The progress of the English and With sweet expectancy he may employ Accidents occur when judgment French on the Somme front continues, His thought with reckoning on immediis exercised, when the motorist thinks with few setbacks, and those constantly he can get across, when he is willing to recovered by later advances. At no time Far luckier than the epicure refined take a chance. In a few cases these since the "drive" began July I have the Who vows with placed unction, "I have dischers result from physical conditions allies definitely been turned out of a position that they have won. The prog- Still fortunate, though Fortune may have ress has been slower than at first and must rest upon the motorist, who should the fact as proof that the British and in every case, and especially in such French, though they may dent the Ger- Is he who cries with genuine delight,

enough to affect the military situation. It is to be borne in mind that the railroad companies from blame for "drive" is in a secondary stage, marked maintaining open road crossings without by maneuvering for strategic positions. gates or signals or flagmen in districts Until certain places are captured and of heavy road use. The fact that mo- held another general forward movement torists are eareless, that they will take is impossible. The present gains of 100 chances, that they will continue to rush or 200 or 300 yards here and there are their cars upon the rails in a foolish not haphazard, but are designed to place effort to cross without checking, does the advancing forces in advantageous renot render it less imperative that every lation to the German defenses. Here a ruined village must be cleared, there a At least fifty yards away from the stated now, on the strength of knowledge tracks on each side of a railroad grade of the plan of the allies, that most of road users of the presence of a car line another big advance is to be expected. The early results, it is expected, are the occupation first of Thiepval and ing the rails. Then, assuredly, whatever Combles, which will render Bapaume and dition that may develop.

South of the Somme little has been undertaken by the French for some time, for the reason that they have advanced to the river, which in that sector runs generally north and south. To attempt to cross the river in the face of the German fire would be to invite disaster. The capture of Peronne cannot be accomplished by a movement from the west, across the Somme, but it may follow a turning movement from the low a turning movement from the north. A late report states that indications point to an extension of the French activity south of the Somme, violent artillery action having been started from Estrees to Lassigny, a stretch of about twenty miles straight. The French line here bends to the west around Roye, which is another of the numerous highwise here are for the cleaning process searcely any dust that was contained in the bags upon which they were working. After the cleaning process searcely any dust can be detected in a bag.

It is also due to the work of this division that new bags have been put into use. After extensive experiments carried on by the shop, new types of bags have been adopted to replace the old-style catcher pouch and ordinary pouch. The new types are easier to manipulate, weigh less, and their introduction into the service insures a pronounced economy in the first cost, also in the item of expense for repairs and in the department are in service. No ship in the department are in service. No ship in the services had a line-carrying from the department are in service in the department are in service. No ship in the services had a line-carrying the mail. It is estimated that the introduction of the new-style pouches will effect a saving in the first cost of approximately \$33,600 annually. A cannot cannot be accompliance and which they were work of this division that new bags have been put into use. After extensive experiments carried on by the shop, new types of bags have been adopted to replace the old-style catcher pouch and ordinary bouch. The new types are easier to manipulate, weigh less, and their introduction into the service insures a pronounced economy in the first cost, also in the item of expense for repairs had been added within the past had been added within the past to cross the river in the face of the line. The extension of the zone of activity may be taken to signify that there is no lack of men on the French side, despite the necessity of maintaining the defense at Verdun and continuing the offensive at the Somme.

The handling of these mail the mumber condemned and retired from the service was about a quarter of a million. The shop also handled nearly seven and a half million incoming and outgoing pouches and sacks.

The handling of these mail bags and their repair is worth noting. A postmaster or railway mail clerk finding a bag too bad for use sends it to one of several stations in various sections of

endered plausible by the fact that by this time submarine commanders who were disciplined are probably back on

While the cheering may occasionally last for hours, no candidate can hope for months at a stretch.

U-boat cargoes of dyestuffs are so few and far between that they cannot be re-Said Mr. Penrose, very seriously: "It lied on to solve the problems of shortage in this country.

> Zeppelins continue to increase in num er, even though they have not come up to the expectations of the efficiency

Government ownership of railroads suggests an interesting collection of problems to take the place of the old

No candidate who expects to make a convincing showing can hope to get by with an eight-hour working day.

The buil moose finds the glorious cli mate of California peculiarly invigor-

Germany and the allies continue to

### SHOOTING STARS.

BY PHILANDER JOHNSON

### Many-Sided.

"There are two sides to every argu ment."

"Two sides represent the minimum. Some arguments sound as if there were as many sides as there are speakers."

Difficulties of Safety First. The cautious fears that haunt our lives Our way to safety can't direct.

The rudest shock that Fate contrives

Is something you did not expect. Difficult Person. "Bliggins is the sort of man who gets angry if you don't agree with him."

"Yes. And he's wrong so often that f you do he hasn't any respect for you." Gentle Influence.

"Do you think going into politics im

proves a man's disposition." "As a rule," replied Miss Cayenne. "He s obliged to look pleasant at least often enough to have his picture taken for campaign purposes."

Promoters of Vigilance. nake you some enemies!"

Senator Sorghum. "Sometimes it's better to have a few enemies so as to keep you from getting too good-natured and

### Priceless Possession

Happy the man who in the stressful day Can for a moment put his cares away And face the viands framed with dainty care.

Or else a solid, rustic bill of fare, Forgetful of the rumors and the strife And of the envies that embitter life. While soft aromas blend and dissipate Alike his own and the affairs of state Happy this man whose calculation stops At thoughts of corn regardless of the crops.

Who looks expectantly on bread and

meat. Nor gives a thought to cattle or to wheat. ate joy.

dined."

spurned the German military observers point to The cherished schemes to which his fancy turned,

instances where the view is not clear, man line in the west, will not be able "Bring on the food! I have an appetite!"

## WHAT THE GOVERNMENT IS DOING FIFTY YEARS AGO

That the Post Office Department is becoming more self-supporting is due, in part, at least, to the Post Office various ways of economy being practiced. Thou
That the Post Office Department is are now being worked out at the buseling wo Savings. my being practiced. Thou-sands of dollars are now

being saved annually for the depart-It is to this shop that all defective mail bags that can be repaired profithill taken, again a wood occupied. It is ably are brought, and overhauled and Better Equipment for the placed in good condition for sending out again. This repair division has re cently been organized along business crossing there should be a conspicuous the obstacles to another forward move- lines and improved sanitary measures the past few years its scattered parts ment have been cleared away and that have/been adopted and put in operation have been molded into an almost per- Isard and others on behalf of the for/the health and comfort of the emfect whole. ployes. A cost system has been established by which it is possible to locate quickly and remedy any inefficient con-

show that during the past fiscal year the mail bag repair shop and the storelouse received nearly 4,000,000 bag about, one million and a half of the

veral stations in various sections of he country, where, when a sufficient umber of bags are collected, they are shipped to Washington. The freight car of bags goes direct to a side track of the repair shop and the bags are dumped automatically down a chute into the cellar of the building. Before the bags are bandled at all nto the cellar of the building. Before he bags are handled at all they are thrown into a huge electric carpet-clean-Inspectors then asbags into piles, some too

this way, as the government has found it much more economical to manufacture its own locks than to buy them, saving as much as 50 and 70 per cent. The shop itself is located in a well lighted six-story and basement warehouse building. Congress has recently appropriated \$250,000 for a new building, to be built especially for the work of this division. B. L. Andrus is superintendent, and it is in a large measure due to his good work that many innovations and savings have been accomplished.

een accomplished. During the past spring the weather bureau established a special storm-

Storm Warning service for the sheep ranges in and Idaho, to enable the owners of some 2,000,000 sheep and lambs to protect the lambs and the sheared sheep from the effects of disastrous storms. Owing to the great success obtained by this service to the sheepmen during the lambing and shearing season, the bureau intends not only to maintain the service, but to extend it.

Imotor car, while Minnesota received only about 50 cents for each car. In Texas and South Carolina no annual registration fees are collected, the only requirement being a county fee of 50 cents and \$1, respectively, for perennial registration. Most of the states, however, also levy annual taxes on motor vehicles, and these add greatly to the public revenue contributed by the owners of motor-propelled vehicles.

The officials of the good roads office found, during their investigation of conditions, that there seems to be a general policy of applying the major portion of the fees collected from automobilists directly to road betterment. In forty-two

extend it. Large numbers of lambs and recently sheared sheep are killed by storms, especially those accompanied by snow and cold rains, unless they can be pro-tected in time. This is especially true, and cold rains, unless they can be protected in time. This is especially true, because early lambing to meet high market prices is extensively practiced in this section, and because winter feeding is expensive, and sheep are usually shorn and put on the ranges as early as possible. Even before shearing, according to those who know most about the raising of sheep under expensions. about the raising of sheep, under especially stormy, snowy and muddy con-litions, a ewe will readilly succumb

to fatigue and starvation, and her lamb may perish with her. It is said that there have been many It is said that there have been many instances where the losses have reached as much as 50 per cent of the flocks, in which the animals were valued at \$6 each. As a result of such losses, the owners make a practice, wherever it is possible, of sheltering their shorn sheep in canyons and keeping them near shelters during unsettled weather in the early spring. Later in the spring and early summer the sheen are aland early summer the sheep are al-owed to graze more widely, and the herders must have warning of story sufficiently in advance to enable then to drive the sheep to some nearby shell "Aren't you afraid your course will sake you some enemies?"

"I'll have to take a chance," replied "I'll have to take a chance," replied western states.

estern states.

The weather bureau operated its serv western states.

The weather bureau operated its service this year through twenty-five distributing centers, through which weather reports and special warnings covering the temperature, snow, rain, winds, clouds and clear sky, were distributed to nearly 100 other communities. All of these conditions have a of these conditions have ignificant bearing on the safety he sheep. From these twenty-five points the

everal hundred additional stockme this manner the warnings reached he states mentioned by noon, or even arlier, of the day of issue. In sec-ions in or around the national forests

One of the most interesting of ou government departments, and one whose

functio n s

ually in-Commerce Department. creasing, is the Department of Commerce. Within

work, just within the past few years, honorables the Secretary of the Treaswas pitifully inadequate. Its seagoing ury and Postmaster General, the comvessels were without wireless. Many mittee were informed by the President

It has been found by the office of publi roads. Department of Agriculture, that 90 per cent of the registrain 1915 by automobilists

Auto Fees. to the states, or in round numbers about \$16,500,000, was spent for the building and maintenance of county and state roads. Officials of the office found tha 2.445,664 motor vehicles were registered during 1915, and that their owners paid

a total of about \$18,250,000 for registration, drivers' and dealers' fees. This an increase of nearly \$6,000,000 in fe

require registration of motor cycles. Fees for running cars vary greatly throughout the country. It is said that the average for the whole country is \$7.46. Vermont, for example, secured in 1915 a gross revenue of \$18.10 for each

ectly to road betterment. In forty-two of the states all or the major of the states all or the major portion of the motor-vehicle revenue must be ex-pended for the construction, improvement or maintenance of the public roads, or for the maintenance of the state highway department. Many of the states also, it was found, in addition to applying license fees to road construction, expend for this fees to road construction, expend for this purpose a large part of the fines and penalties collected from owners.

The coast and geodetic survey ha distributed 163,000 navigators' charts Free Rations Coast Survey Doubtless very few of Charts. these charts realize, is the following relative to the discon-

en in a small degree, the vast amount | tinuance of this supply: of practical and technical knowledge that is necessary to compile these

the surveyors who do the actual field work, in addition to locating the dangerous reefs, shoals, etc., have also to locate in their exact place the shore line and the mountains, so that any mariner who might be lost could tell exactly by the shore line where he was and in that way locate on his chart the danger points.

In connection with this chart making it is interesting to note that in addition to the original survey other surveys must be made from time to time in order to keep these maps "up to date." Innovations are made not only by man but by nature whice cause.

surveys must be made from time to time in order to keep these maps "up to date." Innovations are made not only by man but by nature which cause considerable changes in sometimes very short periods of time. Very fre-quent corrections are made in the

element of uncertainty.

From the Birmingham Age-Herald.

Greek soldiers retreat before invad

### THE BALKAN CAMPAIGN.

From the Philadelphia Record. From the Savannah News. The coquettish Miss Rumania is The Greek army is in the bout to announce her engagement to the Greek government isn't. The Greek army is in the war, bu From the Baltimore Star. Rumania evidently appreciates the interest that always centers around an

Rumania's political geography chiefly ies in the valley of decision. from the Galveston News.

From the Philadelphia Public Ledger.

Rumania is said to be full of beautiful women who are political spies and lobbyists. No wonder the Rumanians are so well satisfied with their present struction.

When Greek meets Bulgar, even the Greek will turn. From the Syracuse Herald. The allies and the Bulgars are reported to be at grips on the Balkan front, and every little while Greece loses another true.

From the Savannah News.

Bulgaria is about to destroy the equilibrium of the Greeks' benevolent neutrality. From the Savannah News.

very short periods of time. Very frequent corrections are made in the chart of New York harbor, where conditions are continually changing.

What is known among scientists as the lead-line method of sounding has been proved untrustworthy in certain places, as for instance the locating of pinnacles in the ocean bed, and that method has given place to what is known as the wire drag within the past couple of years, which has been developed to a great degree of efficiency by the coast and geodetic survey.

You never quit; you never die,
Your only mission is to thrive
A painful blemish to the eye
And keep your hateful sort alive.
Like fire or grim disease you spread
And ruin follows in your track;
Tis simple to remove your head,
But it is hard to break your back.

# IN THE STAR

The Mississippi river reclamation problem received attention soon after the close of the Mississippi civil war, when

the navigation of Flood Problem. that river was resumed and difficulties were encoun-Star of August 21, 1866, said: "The President gave audience in

special interview, on the 14th instant,

'people's committee on levees of Louisi-The equipment for the department's ana. Having been introduced by the Recently a desirable innovation affecting the cleaning of mail bags and its bearing on the health of postal employes has received attention and bag-cleaning department has been established. It is said that formerly many of the employes at the shop became diseased because of the amount of dust that was contained in the bags upon which they were working. After the cleaning process searcely any dust index whether were informed by the President whites were informed by the President that he would do whatever might be in his power to promote the interests and welfare of Louisiana, and that in his next message he would probably take to borrow the bureau of fisheries have to borrow from canners the boats its officers must upon which they were working. After the cleaning process searcely any dust in dangerous condition. The physical condition of a large part to the physical condition of a large part to the physical condition of the ships used in ocean work were that he would do whatever might be in the total condition. The physical condition of the president work were to promote the interests and welfare of Louisiana, and that in his next message he would probably take to borrow the bureau of fisheries have to borrow th of the ships used in ocean work were that he would do whatever might be in his power to promote the interests and and its possessions; reciprocal of the people submitted by the committee, concerning the repair and reconstruction of the levees of that state.

The President concurred with the repair and reconstruction of the levees of that state.

The President concurred with the repair and reconstruction of the levees of that state.

The President concurred with the repair and reconstruction of the levees of that state. committee that in view of the revenue trial, the do committee that in view of the revenue to be derived and the national aid to be conceded, in the event of the favorable action of Congress upon the merits of the memorial and bill already introduced before the House of delusion, for the contrary happened. The dominions, producers of raw material, constitute a great force with which the British government must count. It was this centrifugal force, indeed, on which Germany counted to accomplish the fall of the British empire whenever there was a world war. This proved a delusion, for the contrary happened. The Representatives concerning the levees

> river, the vast resources of that stat may at once be developed and thereb produce an important and permanen evenue to the general government."

equisite national aid, to provide

suitable system of levee embankmen

o protect the fertile lands of Louislan:

m periodical floods of the Mississipp

Currency problems confronted the fiscal officers of the government fifty years ago, as the follow-line of May 10 with a since 1882 to 1911 was 15.8 per cent to 15.7 per cent; from Canada, Australia, India and the drain from circulation but little felt; but was necessarily deferred until September, when the active fall trade usually sets in. The anxiety felt in commercial circles as to the embarrassment likely to result from this cause has been relieved by the official or of the commission of the economic war by renouncing the major point of the economic war by renouncing the major point to the production of wheat from Russia into England from 1882 to 1911 was 15.8 per cent to 15.7 per cent; from Canada, Australia, India and the Argentine, from 1882 to 1911 was 15.8 per cent to 15.7 per cent; from Canada, Australia, India and the Argentine, from the people on account of the income tax could not this year be collected, as heretofore, in July, when business is the condition of the seconomical production.

The competition of Canada is notably disquieting to Russia, the more so that Canada is developing and constructing railroads which render possible the acquisition and cultivation of vast territory which multiplies the production. Why has Russia in 1911 1,119,353 tons of wheat against \$8,000 tons from Canada, in 1913 trade usually sets in. The anxiety felt in commercial circles as to the embarrassment likely to result from this cause has been relieved by the official order to boycott the Germans, who be out of them. Inspectors then assort the bass into piles, some too bad to omisider for repair, others needing review tops, etc. The bags then pass to another corps of workers who examine more carefully; those having good ends or good bottoms are cut up and parts heine good parts saved, the bad parts heine good parts saved to the workers, who supply new strings and other corps of workers who corps of workers who have the pass to the workers, who supply new strings and other corps of workers, who supply new strings and other to the bags are sent to the bags are sent to the pass to the bags are sent to the bags are sent to the pass to the pass to the bags are sent to the pass to the bags are sent to the bags are sent to the pass to the bags are sent to the pass to the bags are sent to the bags are sent to the pass to the bags are sent to the pass to the pass

New War Cloud fifty years ago. The cable service en- Special Plea in Europe. abled American readers to keep in close touch with the

is this summary of the late cable news: settled when there are ominous utter-ngs of another tempest of war among zeff, member of the parliamentary comings of another tempest of war among the European powers. The news comes that Russia is making large concentrations of troops on the frontiers of Germany. Napoleon is actively engaged in putting his immense armies on what looks suspiciously like a war footing and the utterances of the leading journals of France and Russia indicate that an understanding has been arrived at between those two great powers to the effect that they must have a say in any matter affecting the balance of power would probably protest against this action. "What," asks M. Hoschiller, balance of power in Europe. Bismarck receives a sig-nificant hint to pause in his ambitious attempt to enlarge the boundaries of Prussia and remodel the map of Eu-

For some time after the close of the moved from the economic co-operacivil war the government maintained a tion of the allies!"

"Yesterday the commissioner of the freeman's bureau promulgated a circu-In preparing these charts or maps lar to the assistant commissioners dihe surveyors who do the actual field recting that, in accordance with the in-

gees and freedmen that are now mates of hospitals and asylums in several districts of the bureau is follows: Virginia, 569; District of lumbia, 226; South Carolina, 221; No Carolina, 215; Alabama, 287; George 274. Microscient 100. Floorida, 228. I 274; Mississippi, 100; Florida, 238; Lou isiana, 418; Arkansas, 128; Kentucky 87. Total number of dependents on the government, 2,763."

### DANDELIONS.

Oh, weed that wears the bloom of gold, For you I have no word of praise; Not all the blossoms that you hold Can cover up your vicious ways. For men or any flag that waves, For pleasant lawns or garden plots, You're even found on dead men's graves

Your leather roots I daily curse,
Yet cursing is of no avail;
You wage a warfare that is worse
Than shricking shell and leaden hail.
You give no foe a moment's rest;
If but an inch of you remain
Within the lawn that you've oppressed,

Oh, weed that wears the bloom of gold.
Though richly are your petals dressed.
Your vices here are manifold,
The crown you wear is but a jest.
This morning with an aching back,
I pes my hate in scennful rhyme,
Despite my stremuous attack
You're getting thicker all the time.

—Detroit Free Press.

## DANGERS OF AN ECONOMIC WAR

A writer, M. Hoschiller, who is German only in name, has undertaken to
forecast the dangers of the

Danger of economic war which is proman only in name, has undertaken to Danger of economic war which is progeneral and absorbing interest alike to the allies, the central empires and the

neutrals. M. Hoschiller contests the principle

changes should follow not the necessitheir political sympathies.

The plan of action proposed by the
conference, which would seem to strike
the very heart of Germany, appears
after careful examination of the writer
to reveal elements susceptible of creating coolness and even conflicts among
the allies themselves.

The plan, it is recalled, consists of
a customs regime, "a protectionism of

a customs regime, "a protectionism of four degrees"; preferential, reciprocal tariffs between the United Kingdom and its possessions; reciprocal and empire and the allies; favorable treat ment for neutrals; prohibitive tariffs for the central empires. Besides these measures special action is suggested to

Grey, governor of Canada. of Louisiana, Congress may probably ible transfer of the adm capital of the empire to the other side

Chief Rival. tina Russia, in fact.

from Canada.

The Russians wish to adhere to the economical bloc of the allies, but in order to boycott the Germans, who before the war were the Russians' best clients, it will be necessary for the allies to open up their markets to them more liberally. Prof. Migouline, president of the special commission at the Russian ministry of finance, wrote recently that Russia could not accept the formula of "protection of four degrees" and thus lose the German market except the allies accorded compensations. What compensations? Measures facilitating the exportation of Russian agricultural products. England bought from the foreigner in 1913 for 850 millions of roubles in cereals and for 2,740 millions in alimentary products. Russia's part in these importations was very modest, only 125 millions of roubles. According to M. Migouline that insufficiency was due to the fact that England was most exacting in the matter of merchandise received. It is neces. England was most exacting in the mat-ter of merchandise received. It is neces-sary that England arrange with Russia more advantageous terms because of

peared in Europe Russian agricultural congress, M. Bo-

abroad. In The Star of August 23, 1866, sia would be obliged to conclude Russia broad. In The Star of August 23, 1866, sia would be obliged to conclude Russian industry. Besides, if the star of the late cable news:

"The preliminaries of peace between of commerce comprising the clause of hundreds of millions of roubles do find other markets, they will result in the clause of the clause o preliminaries of peace between and Austria have hardly been when there are ominous utteranother tempest of war among opean powers. The news comes is making large concentration troops on the frontiers of Gernany and that nothing less than a monopoly for the routies of Gernany and the simultaneous depreciation of the value of the routies and the mark will favor the re-establishment of former Russian cereals on the British market. would probably protest against this action "What." asks M. Hoschiller. if Russia, in place of adhering to the

economic bloc, should enter into conflict with England?"

This example should suffice. For all raw material, for all products coming from Russia or France, sugar or wine, the question is complex. "Thus," exclaims M. Hoschiller, "we are far removed from the seconomic conpera-

and geodetic survey has
63,000 navigators' charts
during the past year.
Doubtless very few of
all those who received
these charts realize,
Il degree, the vast amount

advantages.
M. Hoschiller expresses the idea that he would have wished to know how Mr. Hughes, great Australian propagandist of the economic war, may how the British colonies could, compromising their prosperity, main-tain with such powers as the United States, for example, relations according to the formula: Open door between the allies, half-open door for the neutrals."

Is it in the interest of Canada to hinder importations from the United Canada and United States. er for the products of the latter, which England could not even supply? Today less than ever, for the war, by its financial repercussions, has rather strengthened the ties

that unite, and will always unite, the

United States and Canada, if it was only by reason of their geographical From the recent declarations of the earn that the commercial balance be-ween Canada and the United States uring the past year was £113,000,000 a favor of the United States, and addthe annual interest of £32,000,000 on the anterior debt of Canada, a total of £145,000,000. On the other hand, the commercial balance of Canada with England attained £191,000,000 in favor

Conflict. the war. The subject is of eneral and absorbing interest alike to That financial dependence on New York will only permit Canada to treat with the United States on the basis of a reciprocity of tariffs. In any even it is not possible that there could be an M. Hoschiller contests the principle which appears to have been accepted since the war that commercial exchanges should follow not the necessitheir political sympathies.

The plan of action proposed by the conference, which would seem to strike the very heart of Germany, appears after careful examination of the writer to reveal elements susceptible of creating coolness and even conflicts among the allies themselves.

The plan, it is recalled, consists of a customs regime, "a protectionism of four degrees"; preferential, reciprocal tariffs between the United Kingdom exporters most unexpectedly on the

> The morning after the war, if the protective tariffs are definitely sanctioned, the Franco-Bri Alliance Is tannic entente would be

exporters most unexpectedly on the

definitely shattered. Al-Menaced. ready M. David-Mennet, president of the chamber of commerce of Paris, declared to the senatorial commission of economical organiza-

"We will encounter great difficulties notably in the agreement with the English and the Russians. French indus lish and the Russians. French indus-tries consist in fine products, which these powers propose to tax heavily, to the injury of French interests. We cannot do else than attack their prod-ucts in self-protection.

A real corollary of the entente cor-diale may be a Franco-Britannic treaty of commerce established on the basis of mutual concessions: England renouncing the supplementary taxes

For several years Canada has become the most dangerous rival of agricultural Russia in the British and other products, and in exchange Canada Russia's market, more dansuppressing others weighing heavily on merchandise transported to Eng Perhaps, concludes M. Hoschiller, i

Could Russia support such conditions? Our delegates to the economic conference of the allies

German merchandise elsewhere Products. than in Germany at terms as advantageous as in Germany. merchandise after the war, if only because of her geographical situation. In consenting to combat Germany, we should claim from the allies the as-surance that our interests will be pro-tected and that the combat against Germany will not be at the price of our own impoverishment.

Now here is a subject that must enlist the attention of all countries—

Gazette Financiere of Petrograd, in-fluential member, of the duma, says.

"In spite of our conflict, badly man-aged, against the "made in Germany," and notwithstanding the closing of Germanic establishments (little skillful and advantageous), it is necessary to radaievsky concluded admit that the roots have remained, the Special Plea that the allies should facilitate the exportation of products of without which Russian soil, without which Russian situation and continues to at-

> of view."
>
> This is a rude lesson, according to M Hoschiller believe they may conquer an international market without any effort and that it suffices to agree to country or to strike it do hibitive tariffs, to arrest its hibitive tariffs, to arrest its economica expansion. One struggles for quality for cheapness. One does not buy t please this one or that one; commercia exchanges follow the needs and possi bilities of peoples."

There is a limit in trade to cheapness at the expense of quality, and the things "made in Ger-

many" while cheap Limit to were poor in quality Cheapness. Because cheap, Germany monopolized the markets of the world. Even the articles "de Paris" were abandoned to Germany. Antline dyes, which were invented by the Lyon chemist Verguin, were abandoned for more alluring "grand chemical indus

tries."
M. Hoschiller has furnished us many interesting sides of the economic war, after the war, plans for which are being discussed. M. Hoschiller has confined his attention chiefly to the past and present. \*\*

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rest of Canada to hinrest of Canada to hins from the United
States to the profit
of the mother country, or to pay dearic er for the products
ich England could not
oday less than ever,
its financial repercusstrengthened the ties
will always unite, the
did Canada, if it was
of their geographical
at declarations of the
Bank of Montreal, we
break the conditions will be imposed
after the war. Hoseniner has connned his
attention chiefly to the past and present.
After the war, however, he must agree,
the conditions will have changed radically
and become new. The very fact he has
noted that the Dominion, as well as Australia and New Zealand, "are transforming their raw material in their own factrices" is proof that these countries are
fitting themselves to assume the new
role of exportation as manufacturers.
The foregoing is a new angle from
which the economic war will be measured. Russia, France, England, as well
as neutrals, may find it advantageous to
adopt home spinning and weaving, which
implies the living of the simple life.

A new order of things will be imposed
after the war. Place and employment
must be provided by the paternal state
for the millions returned from battlefields, who will repair the devastations
of war. Every industry will be developed of war. Every industry will be developed and exploited, however small the profiberetofore disdained. Home industry may prove a better arm to save the statthan prohibitive tariffs. Besides, such pa ial and military power

CH. CHAILLE-LONG.

### WEATHER OBSERVATIONS.

What's the use of "getting hot under he collar" about the weather man? t only wilts the collar.

rom the Sioux Falls Press. Last week the morning air forbid wearing the Palm Beach, and the afternoon heat made one wish he had put it on. Yesterday the morning sunshine was a cruel deceiver. The best system is to carry more than one suit of clothes to the office.

And the weather man keeps "warming up" to put some more hot ones across the plate. From the Chicago Herald.

From the Raleigh News and Observer.

From the Baltimore American

To judge by Vance McCormick's statement, he believes the present cold wave is due to the fact that Mr. Hughes is starting on his return tour. From the Philadelphia North Ame

Every one likes to see records smashe

Still, when the country is on fire it isn't unreasonable that sweltering believers should pray for rain to put the many is. Think of fighting for a pin the sun during weather like that